

The increases proposed were on fruits, vegetables, dry goods and many other commodities. More than 600 shippers protested against the increase.

The commission also today suspended until December 30 a proposal of Western roads to make a charge of 14 cents a hundred pounds for loading and unloading shipments of less than a hundred tons, a charge which would have materially increased revenues.

**Some Propositions Fail.**

As the deliberations of the committee and the Senate went on it became more and more obvious that insuperable difficulties lay in the way of the accomplishment of the President's legislative scheme. Attention therefore centered upon some way of holding off the strike disaster. Some of the Administration's propositions will now go by the board. The others can be put through only with great difficulty.

Senator Simmons fully proposed the adoption of a resolution authorizing the Board of Mediation and Conciliation to conduct an investigation and making it unlawful to declare a strike or lockout until its report has been submitted. Some Senators objected to this was beyond the power of Congress.

Another measure of immediate relief suggested in the Senate was the enactment of the eight-hour day and the appointment of a commission to conduct an investigation during which it would be unlawful to declare a strike.

**House Bill Agreed Upon.**

While the Senate struggled fruitlessly and ineffectually to devise a method of holding off the threatened catastrophe the House leaders were busy also working out a plan.

Representative Kitchen, the majority leader, and Representative Adamson, chairman of the Committee on Interstate and Foreign Commerce, agreed upon a bill embodying a portion of the President's plan, which, unless definite action is taken by the Senate before Saturday, will be put through the House.

The bill provides for the establishment of an eight-hour day and the appointment of a commission of three members to observe the effect of this legislation. It is assumed by the House leaders that if the bill is passed by the House on Saturday the chiefs of the railroad brotherhoods will not have the temerity to enforce the strike order, even though the Senate may not have acted on the measure.

In the confusion which prevailed at the Capitol the report of the issuance of a temporary injunction by a Nebraska state court restraining a series of labor way conductors from declaring a strike on the Union Pacific, accentuated the helplessness of the Administration in dealing with the situation.

Both the railroad executives and the employees rested on their oars to-day while Congress struggled with the problem. The railroad executives, however, were practically throughout the day, apparently devising plans to meet the new situation. The executives admitted that no strike would be declared to do but await the action of Congress.

**Compromise Measure Likely.**

To-night it seems probable that, as the only way out of the present deadlock which now exists, the Senate and House will finally adopt a compromise plan along the lines of that framed by the House leaders.

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The heads of the four brotherhoods conferred with various members of Congress in the morning and afternoon. The call upon the Secretary of Labor at his request. Secretary Wilson said the purpose of the conference was to discuss the President's address.

The gravity of the situation was emphasized by Senator Simmons, the Democratic leader, who, when the adoption of the President's programme appeared hopeless, proposed emergency legislation to prevent a strike by directing the Board of Mediation and Conciliation to conduct a public investigation and making unlawful a strike or lockout in the meantime.

The President planned to have the legislation passed before Saturday night empowering the board, if its offers of mediation are rejected, to direct the board to make a public investigation and proposed that pending the outcome of the investigation Congress should pass the emergency legislation conferring upon the board the power to enforce its orders by making the enforcement of its orders by the board a crime.

**Questions Power of Congress.**

Senator Hughes of New Jersey questioned the power of Congress to declare a strike unlawful.

"Does the Senator from New Jersey doubt that if such legislation was passed as to once, and as could be done before Saturday night, that it would prevent the strike?" inquired Senator Simmons.

"It seems to me that the Senator from North Carolina is indicating a violent assumption if he believes he can force these men by legislation to continue working after Monday against their will," replied Mr. Hughes.

"Not individually," replied Mr. Simmons. "It does not mean that Congress has that power, but to prevent conspiracy to lie up Congress. I think Congress has power and it would go further than would provide in this emergency legislation drastic punishment for those who disregarded the findings or who tried to tie up the commerce of the country or the movement of mails by preventing other workmen from taking their places."

As the President's suggestions are discussed and better understood in Congress it becomes apparent to the leaders that they cannot all be passed, certainly within a reasonable time, and none of them can get through in less than a week, and it is probable that the day set for the walkout.

It is because of the hopelessness of the general program proposed by the President that emergency measures in a last desperate effort to prevent the strike are being considered in Congress.

**Committee Foresees Failure.**

Senator Cummins of Iowa, progressive Republican, voting opposition to some of President Wilson's proposals, declared in Congress, in search of legislation, confronted by "a Charybdis," and that it will be interesting to consider how far we can steer away from one without encountering the perils of the other.

Senator Cummins insisted that compulsory arbitration was not only impracticable but unconstitutional, and that any attempt to establish maximum wages for railroad employees was "doomed to complete and immediate failure," although Congress undoubtedly has the right to prescribe both minimum and maximum wages.

The Senator proposed as a possible deterrent to industrial disputes, without advocating it or expressing any opinion on the justice or wisdom of legislation that would impose a "modified or partial restriction of the right to strike in a combined way," which, he said, would "make for industrial peace and at the same time would not unduly infringe upon personal liberty."

**Storm Raised in Committee.**

About the only definite conclusion reached by the Senate Interstate Commerce Committee to-day was to agree to hear all sides of the controversy to-morrow. The delay in carrying out the President's demands met with objection on the part of some of the Democratic members.

Senator Simmons, charged with the duty of introducing legislation and politics and condemned such action, said that the strike was about

to be precipitated to embarrass the Administration and play a Republican campaign game. Later he modified his statements, explaining that his observations were directed at the two Republican members of the committee. The incident raised such a storm that the committee adjourned.

Feeling a dangerous delay in the Senate Representative Kitchen and Representative Adamson to-day agreed upon a substitute bill embodying a part of the President's suggestions for legislative programme. The Adamson-Kitchen bill contains only two of the President's recommendations: First, that an eight-hour day shall be established on railroads, and second, that a commission of three persons shall be appointed to investigate the effect of this legislation and the transportation problem.

**TENTATIVE DRAFTS.**

**House and Senate Measures to Meet Present Emergency.**

WASHINGTON, Aug. 30.—The tentative draft of the bills to carry out the recommendations of the President, made to Congress yesterday, for dealing with the current situation, as submitted to the Senate Committee on Interstate Commerce when it met to-day. The bills were the product of the joint labors of Senator Adamson, Secretary Lane and Attorney-General Gregory.

Chairman Newlands of the Interstate Commerce Committee was careful to point out that the bills were tentative and that suggestions would be welcomed within the general lines laid down by the committee.

One of the measures submitted follows the recommendation of the President for the establishment of the eight-hour day and gives increased authority to the board of mediation to meet military necessities. The bill does not provide an actual eight-hour day, but merely makes such a day the basis for computing wages by legislation to give ten hours pay for eight hours work.

The other measure is proposed as an amendment to the law creating the board of mediation and conciliation. This amendment proposes in substance what is known as the Canadian plan, which would give the board authority of imposing compulsory arbitration if force a suspension of strikes and lockouts pending an investigation into the merits of the controversy, or if undertaken by the board after the parties to the dispute have rejected offers of mediation.

**Text of Eight Hour Bill.**

The following is the text of the eight-hour day bill:

"First, beginning (date left open), eight hours shall be deemed the measure of a day's work for the purpose of reckoning the compensation for services of all employees who are now or may hereafter be employed by any common carrier by railroad, subject to the provisions of the act of February 4, 1888, entitled 'An act to regulate commerce,' as amended, and who are now or may hereafter be actually engaged in the service of such carrier in transportation of persons or property on railroads of any State or Territory of the United States, or the District of Columbia, or from one place in the United States to another place in the same territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States."

"Second, the President shall appoint a commission of three to be known as the wage commission, two of whom shall be persons recommended respectively by the Senate and the House of Representatives. The commission shall have the administration and financial effects of the institution of the eight-hour day, or of any law defining during a period of not less than one month nor more than six months, in the discretion of the commission and within thirty days thereafter shall report its findings to the Senate and the House of Representatives."

**Method of Decision.**

"The President shall transmit the report of the wage commission to the Interstate Commerce Commission, which shall accept the report of the Wage Commission unless clearly erroneous, and may thereupon direct the board of mediation and conciliation to make a public investigation and proposed that pending the outcome of the investigation Congress should pass the emergency legislation conferring upon the board the power to enforce its orders by making the enforcement of its orders by the board a crime."

"Third, pending the report of the wage commission and the decision of the Interstate Commerce Commission as above provided and for a period of days thereafter the compensation of all employees subject to this act for a standard eight-hour work shall not be reduced below the present standard day's wage and for all services in excess of eight hours such employees shall receive not less than the proportion of the compensation received for the standard eight-hour work day."

"Fourth, the wage commission shall also study the problems of the compensation for services of employees engaged in the operation of railroads and the service of interstate railroad transportation throughout the United States and Territories of the United States and the District of Columbia for the purpose of determining whether in the judgment of said commission power to fix and regulate the wages of such employees ought to be vested in some public body, and it shall report its findings in this behalf, together with its conclusions and recommendations thereon, to the Senate and to the President not later than—"

"Fifth, any carrier violating any provision of section 3 of this act shall be liable to a penalty of not less than \$100 and not exceeding \$1,000 in respect to each employee whose compensation is affected by such violation, which penalty shall be recoverable in a civil action brought by the United States."

**For Government Operation.**

The bill to provide for Government operation of railroads in case of military emergency is as follows:

"If at any time any railway engaged in interstate commerce or in the transportation of the mails shall cease to operate because of a strike of its employees the President shall have power to direct the operation of such railway for the purpose of maintaining essential military purposes, and to that end he may employ such part of the military forces or such civil agents or draft into the service of the United States such persons as may be necessary."

"Any person refusing to perform such service shall be guilty of a crime and may be punished by a fine or imprisonment or both."

Amendments proposed to the existing arbitration law include the following:

"The board of mediation and conciliation is unable to induce the parties to submit their controversy to arbitration it shall be referred to a board of arbitration, and it shall be unlawful for the employer or employees to declare or cause a lockout or for the employees to declare or cause a strike on account of the controversy prior to and during the operation of the board of arbitration, and the board of mediation and conciliation shall have power to enforce its orders by making the enforcement of its orders by the board a crime."

"Whenever a controversy shall arise between an employer or employees and employees subject to this act which cannot be settled through mediation and conciliation, the board of mediation and conciliation shall have power to declare or cause a lockout or for the employees to declare or cause a strike on account of the controversy prior to and during the operation of the board of arbitration, and the board of mediation and conciliation shall have power to enforce its orders by making the enforcement of its orders by the board a crime."

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their controversy to arbitration in accordance with the provisions of this act, the said controversy shall be referred to a board of investigation, which shall consist of three members, one of each of the parties to the controversy shall recommend one, and these two, together with the third member, who shall act as chairman of the board, shall be appointed by the President of the United States. Upon notice by the President of the appointment of the board of investigation the Board of Mediation and Conciliation shall suspend its operations until the beginning of the investigation and a place where such proceedings may be held.

**How Board Shall Act.**

"The board of investigation shall organize and make all necessary rules for conducting its hearings. The board shall fully and carefully ascertain all the facts and circumstances, and its findings therefrom, including the cause of the dispute and the board's recommendation for the settlement of the dispute according to the merits of the case. Its recommendations shall deal with each item of the dispute and shall state what, in the board's opinion, ought or ought not to be done by the respective parties concerned."

"Whenever it appears to the board expedient to do so its recommendation shall state the period during which the proposed settlement should continue in force and the date on which it should commence. The report shall be made to the President of the United States, and shall cause the same to be published."

**All Testimony Under Oath.**

"All testimony before the board of investigation shall be given under oath or affirmation and any member of the board shall have the power to administer oaths and affirmations. It shall be unlawful for any person to give false testimony in carrying on its work."

"Each member of the board of investigation shall receive such compensation as may be determined by the board of State and municipal authorities, the agencies are to be empowered to deal with the board of investigation. At the present time there is nothing in the way of the board of investigation to its price of food; there is nothing outside the conspiracy statute—extremely hard to prove—for the punishment of price boosters."

**Woods to Offer Aid.**

The initial step is to be taken to-day when Commissioner Harigan will submit to Acting Mayor Dowling a plan for the establishment of a commission on police. Simultaneously, Police Commissioner Woods will submit statistics concerning supplies on hand and foods that will be available for the city.

The Police Commissioner will offer to obtain through his force of 11,900 policemen retail and wholesale figures for food for purposes of standardizing prices. Two years ago policemen gathered facts of this kind in the city within forty-eight hours. The Police Commissioner believes they can repeat that performance to-day.

Gov. Whitman has been kept in touch with the food situation of New York City through his Commissioner of Foods and Markets, John J. Dillon. It is understood he is in full sympathy with any project to keep New Yorkers from starvation at the hands of rapacious dealers.

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Hourly new means of adding to New York's supply in the event of a strike are being devised. Food Commissioner Dowling came forward yesterday with a proposal for the use of the city as a distributing agency for the city.

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"New York has all of Long Island, a large part of New Jersey and a tract of water as wide as the Hudson river from which to draw," he said. "Steamboat service and motor truck service would bring foods to the city by the ton and at only a slight increase above the present prices. Then, too, we have fresh fish at our door. We may catch 30 cents a pound for fish that we could sell for 40 cents. If we used this money to buy fish, we could cut down one-tenth on the meat we consume."

It would be difficult to get meat here, although the parcel post could bring it in in comparatively small packages. This would be one solution, as I understand the mail trains will be permitted to run. The Legislature is not now in session, but local legislators said yesterday they would respond within twelve hours to any call of the Governor for relief in a food emergency.

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## BOARD TO FIX FOOD COST DURING STRIKE

Special Sessions of Legislature and Aldermen Planned to Protect City.

**AUTOS AND BOATS TO AID**

Shortage of Coal May Bring Ocean Trade to Standstill—No Milk Danger.

Extraordinary sessions of the Legislature and the Board of Aldermen are to be called for the enactment of protective measures to save New York from the effects of the railroad strike—so far as law may do so. The first request to be made of the lawmakers will be for a price fixing commission to establish standard prices for food products during the period of the railroad strike. In the drafts of the legislation prepared yesterday under the direction of Police Commissioner Woods and Joseph Hartigan, Commissioner of Weights and Measures, provision is made for the fixing of heavy penalties for those who violate the terms of the proposed laws.

As it is conceded now that the supply and distribution of food and fuel will be almost completely under the direction of State and municipal authorities, the agencies are to be empowered to deal with the board of investigation. At the present time there is nothing in the way of the board of investigation to its price of food; there is nothing outside the conspiracy statute—extremely hard to prove—for the punishment of price boosters.

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## EASTERN ROADS ORDER EMBARGO

Continued from First Page.

each instance would be modified as circumstances would permit. It will be impossible for any of the roads to give shippers any information on this subject until after next Monday, when the officials will ascertain how many men they will have to operate their roads.

The Pennsylvania road and its associate lines at present are burdened with freight of all classes which is being moved as swiftly as possible toward the largely populated centers. One of the principal reasons of the present embargo is that the roads are unable to clear their lines of all the freight now ready for delivery at points of destination.

In event that the strike order should be cancelled by Monday the roads are ready to cancel immediately all embargoes by wire.

No perishable or inflammable freight on the Pennsylvania Railroad and its associate lines will be accepted from the New York, Philadelphia Railroad, and Norfolk Railroad, Cumberland Valley Railroad, Cornwall and Lebanon Railroad, Sparrows Point and Baltimore Railroad and the Pennsylvania lines west of Pittsburgh or any other connecting lines, and no live stock, except September 3 regardless of the dates that appear on the billing.

Station agents of all the Pennsylvania lines after 7 A. M. yesterday were asked to refuse to accept any freight or live stock or to remove from railroad premises or cars of the lines any explosives before 6 P. M. on September 6.

**Express Subject to Delay.**

The Pennsylvania has notified the Adams Express Company that after to-day all shipments over its lines would be subject to delay, and that no live stock would be accepted by the express company unless it could reach its point of destination before September 2. Notice was given that the results of the next few days would show whether a complete embargo would be placed on all express matter.

The road also instructed its ticket agents on all lines east of Pittsburgh to stop announcements that all tickets sold would be subjected to restricted service and delay en route and at junction points.

**The New York Central issued the following last night:**

"In view of the threatened nationwide strike of employees in freight train and yard service the road instructs the following embargo:

"Effective midnight, Thursday—Embargo on all freight and live stock except such shipments as may be exclusively within territory west or east of Niagara, frontier or Clearfield. These lines have twenty-two hours to complete their shipments."

"Effective midnight, Friday, September 1—Embargo all freight except anthracite and bituminous coal and iron ore. These lines have twenty-two hours to complete their shipments."

"Effective midnight, Saturday, September 2—Embargo all freight excepting at points on our lines or coming from connection lines, regardless of its destination."